

The Hongkong Telegraph.

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WEDNESDAY, MAY 6, 1908.

三拜禮

號六月五英港香

\$30 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKYO.
Kobe.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.
HANKOW.

CHEFOO.
TIENTSIN.
PEKIN.
NEWHONGWANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LIANYUNG.
MURDEN.
TIE-LING.
CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKRO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L3,750,000).
RESERVE FUND FL. 5,178,375
(about L448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cherbon,
Tegal, Pecalongan, Pasoeroan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [16]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKYO.
Kobe.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.
HANKOW.

CHEFOO.
TIENTSIN.
PEKIN.
NEWHONGWANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LIANYUNG.
MURDEN.
TIE-LING.
CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKRO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 2% Per
Cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRI-
ETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Staatsbank (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [1]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.

Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

For Terms APPLY TO—
THE MANAGER & AGENT

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

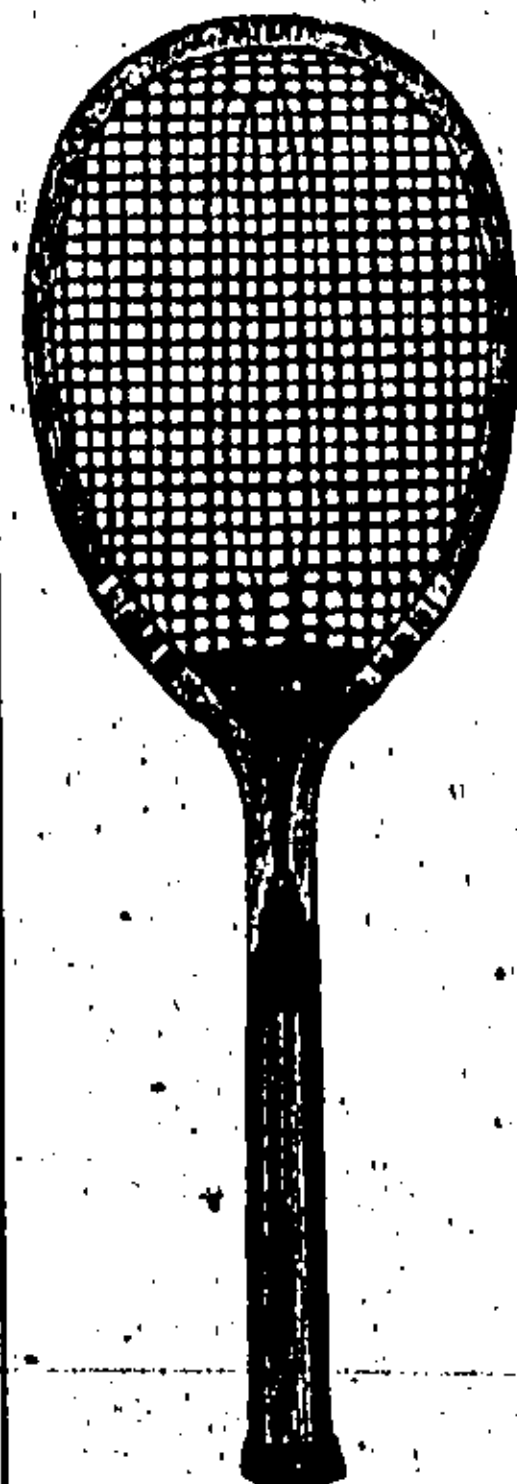
FOR	STREAMERS	TO SAIL ON	REMARKS
MOJI, KOBE & YOKOHAMA	CANDIA Capt. O. Jones, R.N.R.	About 7th May	Freight only.
SHANGHAI & HANKOW	CHYLON Capt. G. W. Babot	About 9th May	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 14th May	Freight and Passage.
LONDON, &c., via usual Ports	OCEANA Capt. W. Hayward, R.N.R.	16th May, Noon	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN Capt. C. T. Denry, R.N.R.	About 20th May	Freight and Passage.

Hongkong, 6th May, 1908

F. J. ABBOTT,
Acting Superintendent.

Intimations.

LANE, CRAWFORD & CO. (TELEPHONE 97).



NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

TENNIS BALLS.
\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.
\$6.60, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [68]

CHAMPAGNES,
SHERRIES,
MARSAIS,
MADEIRAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

HOCKS & MOSELLES,
BRANDIES,
GINS,
WHISKIES,
VERMOUTHS,
BITTERS,
LIQUEURS.



CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.
15, Queen's Road Central.

Hongkong, 11th April, 1908.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE.

Can be had in the following qualities:
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

KOWLOON HOTEL.

The only First-class Establishment in the Peninsula.
Five minutes' walk from the Ferry Wharf.
Entrance Chatter and Elgin Road.
Surrounded with Delightful Gardens.
Swept off with Sea-breezes.
Single and Double Bedrooms.
Superiorly Furnished.
Special Terms to families.
Excellent Cuisine.
Every Courtesy Guaranteed.
The Hotel Launch meets all steamers.
Bar, Billiard Room and Bowling Alley.
Electric Light and Fans throughout.
Wine Cellar a speciality.

Telegraphic Address:
OHY.
Telephone No. 84.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF—

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,993 Tons, "HEUNGSHAN" 1,993 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions at per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 10th May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.

A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKUN).
SHAMKUN, CANTON.
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA.
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

W. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PRAIRIE, near the TRAM TERMINUS Tel. 55.

For Terms, &c., apply to the

MANAGER.

KAMAKURA KAIHIN IN HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy
distance of Yokohama and Tokyo, will be opened during April, under European
management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April, 1908.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. L. Dene	THURSDAY, 5 P.M., 21st May.

KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.
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For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th May, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Givard	11th May, afternoon.
MARSEILLES, VIA PORTS	AUSTRIAN	Verron	12th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKYO	Charbonnel	25th May, afternoon.
MARSEILLES, VIA PORTS	YARRA	Sellier	26th May, 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

J. MILLET, AGENT,

QUEEN'S BUILDINGS.

Hongkong, 28th April, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND and EUROPE via VANCOUVER.

PASSENGERS TO OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 DAYS.

London and Paris.....26 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

AMIRAL MAGON.....4th June

AMIRAL EXELMANS.....25th July

OUSSANT.....27th Aug.

Malte.....12th Oct.

Ceylan.....26th Nov.

Corse.....15th Jan.

No passengers. * Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabin. All round the world ticket by these boats.

For further Particulars, apply to

J. MILLET, FRENCH MAIL OFFICE.

Hongkong, 1st May, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 28th March, 1908.

Information.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 606, or 681.

Telegrams "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lobbers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half April	AMOY	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJILATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJIPANAS	SHANGHAI	Second half May	JAVA	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May
TJIBODAS	JAVA	First half June	JAPAN	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 4th May, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 5 P.M. (Saturdays excepted).

Departure from Canton at 5 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. F. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 28th March, 1908.

Information.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents.

Hongkong, 12th October, 1907.

SANDAKAN COAL.

The Sandakan correspondent of the Singapore Free Press writes on 29th ult. "We have had a good-sized, modern-day 'tramp' in here for coal, and Sandakan is 'patting' herself on the back for the way she acquitted herself on the occasion. We understand the steamer was to go to the Cowie Harbour loading place, on Sabatik Island, near Tawao, but as she turned up here, and there was no time to go to Tawao, the coaling had to be done here. The *Mimosa*, the name of the vessel, is British, 3,465 tons gross, and 2,198 net, and was under the command of Capt. G. S. Bone. She arrived on the 9th, from Manila, and left on the 13th, for Saigon, there to load rice for Dunkirk. We hear she took some 700 tons of bunkers here in the meantime, which, considering that the vessel arrived without fair warning, and having regard to the fact that nearly every ton had to be trimmed, and that by men utterly unaccustomed to such work, must be considered thoroughly satisfactory. Being absolutely light, she towered away above the coal wharf, and this, owing to the fact that she had no coal passing ports, meant a very considerable lift to the labourers. Talking about this coal, the various users of it all speak in very flattering terms of the quality of what is now being supplied to steamers. 'The proof of the pudding is in the eating,' and the 'eating' in this case is growing apace. We hear the *Panay*, of the American Bureau of Navigation, is to coal here in future; of course she will not take very much, but every little helps, and the more steamers we can get to come here for coal the more we are likely to see business growing in other lines in this district. In the words of the classic, 'Let 'em all come!'"

THE VALUE OF SAGHALIEN.

PROFITS OF THE FISHING INDUSTRY.

According to Professor Yokoyama of the Tokyo University, of all the concessions that Japan gained from Russia, the least thought of, one half of Saghalien island, turns out to be one of the nation's most lucrative possessions. In the *Taiyo* the Professor gives some instructive statistics regarding the fishing industry of Saghalien compiled as the result of his surveying trip. According to him, many fishing stations already existed along the coast of Saghalien about 150 years ago. And when this island was exchanged for the Kurile Islands in 1875, the right of fishing was retained by Japan. Though hampered by the inconvenience of working under foreign regulations, the Japanese fishing industry in the island had been increasing yearly—with, however, slight fluctuations. The total product of 230,800 in 1876 was increased to ¥134,000 in 1888, and to ¥797,900 in 1897. But 1903 reached above one million mark, and it was then ¥1,192,400. In 1906 (the first year of the Japanese possession) the harvest was even greater, the total product then exceeding ¥3,000,000, and in 1907 the herring industry alone was valued above ¥3,000,000, and the prospects are very hopeful.

The varieties of fish caught in Saghalien waters are very few,—herring, salmon-trout, salmon, and codfish are the staple products; flounders and miscellaneous fish form quite an insignificant section. Of these varieties, herring, salmon-trout, and salmon are caught near the shore, and the coast is divided into a number of fishing sections, which are let to the highest bidder. Where competition is high the licence is dearly bought, but sometimes it pays very well and vice versa. The Japanese Government received ¥547,948 in 1906, and ¥848,574 in 1907 from the licences, and from this can be imagined the wide extent of the fishing industry. This is well seen by the catch of herrings. In 1894, the amount was 8,700 *koku*, in 1898 57,600 *koku*, in 1903 188,400 *koku*, and in 1906 142,000 *koku*, while in 1907 the catch reached 240,000 *koku*. One *koku* (about five bushels) is a customary way of measuring the amount of herrings. Fat is pressed from the fish, and the residuum, which is sold as fertiliser, is measured by the bushel. One hundred *koku* of this residuum weighs a little less than 16 tons, and the number of herrings is from 250,000 to 330,000. One hundred *koku* of the herrings is sold at between ¥1,700 and ¥2,000, and 240,000 *koku* is priced at ¥3,600,000, the total number of fish amounting to about 700 millions. The fish come near the shore for spawning, and the season begins on the West coast in April, and on the East coast in May. In June the season is practically over, and in July no fish are to be seen near the shore. The West coast is a better fishing ground for herrings than the East coast, and in some fishing sections from one thousand to five thousand *koku* were caught along a stretch of coast of one ri. A larger quantity of salmon-trout is caught in Saghalien than pure salmon, but as these fish are of the same family no distinction between them is made in the statistics. The amount, which was as follows, also shows the yearly increase with slight fluctuation:—1894, 22,100 *koku*; 1898, 18,300 *koku*; 1903, 31,700 *koku*, 1906, 49,500 *koku*; and 1907, 140,000 *koku* (100,000 representing salmon-trout and 40,000 salmon). One hundred *koku* of salmon and salmon-trout weighs 16 tons, and the number of fish to that weight is about 12,000 in salmon-trout and 6,000 in salmon, realising per hundred *koku* ¥1,300 for salmon-trout, and ¥1,800 for salmon, all properly salted. In 1907 12,000,000 salmon-trout and 2,400,000 salmon were caught off Saghalien. For spawning these fish ascend the river, and the season is from June till the middle of July. The East coast provides a better fishery for salmon than the West coast, and in some sections five hundred and even one thousand *koku* have been caught along a coast-line of one ri (near the Ochopaka river).

Before the island became a Japanese possession cod fishing was quite an insignificant industry, but since then increasing numbers of boats have been engaged in the fishing. In

1906, 319 boats with 2,700 men received licences. The fishing boats (all out in the offing, and so fishing sections are marked out. Each boat, however, must obtain a licence. In 1906 about 3,700,000 cod, priced at ¥370,000, were caught, which increased in 1907 to 6,600,000 fish, valued at ¥330,000. Flounders to the value of thirty thousand yen and whales to the value of six thousand yen were also caught in 1907, making the total product of the island in the fish industry alone ¥6,600,000. Dr. Yokoyama would seem, on the strength of his statistics, to have good ground for congratulating Japan on having such a prosperous fish industry in one of her newly acquired possessions.

Public Companies

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF ONE SHILLING AND SIX PENCE per Share free of tax for account of year ending 29th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is payable on 1st May at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st May, 1908.

HONGKONG CLUB.

NOTICE

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 29th April, 1908.

HONGKONG CLUB.

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JAMES CRAIK,

Acting Secretary.

Hongkong, 29th April, 1908.

Intimations

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE STOCK OF

BICYCLES and

ACCESSORIES

at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Vœux Road.

Begin from TUESDAY, the 3rd.

MARCH.

Remember we will Remove to our

Shops on the 7th inst.

DRAGON CYCLE

DEPOT.

33 & 35 DES VŒUX ROAD CENTRAL.

Hongkong, 4th May, 1908.

NOTICE

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than 12½ CENTS (10 CENTS per Single Copy).

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong 10th September, 1908.

Notice of Firm

Hongkong, 5th May, 1907.

Informations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH WHISKY
A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

OR
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY
SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED,
ALEXANDRA BUILDINGS,
Hongkong, 7th April, 1908.

BIRTHS.

JOHNSTON.—On 4th May, 1908, at Tyrell Rectory, Co. Down, the wife of L. A. M. JOHNSTON, of a daughter (stillborn).
On May 1, 1908, at Shanghai, the wife of J. H. HINTON, a son.

MARRIAGES.

On April 30, 1908, at Soochow, Rev. JOHN W. VINSON of Suchien, North Kiangsu, and JEANNE DE FOREST, youngest daughter of the late Rev. E. D. Junkin, D.D. of Uxbridge, Texas.

On May 1, 1908, at Shanghai, DOROTHY WIDLER (daughter of late David Widler) to W. A. ROBERTS. No Cards.

DEATHS.

On April 6, 1908, at Cape Town, WILLIAM WRIGHT of the Premier (Transvaal) Diamond Mines, Calinan, Pretoria District, S. Africa, and formerly of Shanghai, in his 47th year.

On April 9, 1908, on board S.S. *Forwards*, between Penang and Madras, GERHARD HUGO THEODOR WILLKOMM, aged 2 years, son of Mr. and Mrs. E. Willkomm of Shanghai, (from dysentery, buried at sea).

On April 30, 1908, at Shanghai, of heart failure, RAHAMIM MOSHE BENJAMIN of the Shanghai Mutual Telephone Office, aged 24 years.

At Shanghai, ELIZABETH, daughter of Alexander Nichol, I.M.C., aged 4 years and six months.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 6, 1908.

THE AMERICAN "ARMADA."

In view of the advent of the American Pacific Fleet to Hongkong, it is interesting to learn from a contemporary that, whatever may be the merits or demerits of the sixteen ironclads composing the United States fleet now on the Pacific—and there is very considerable difference of opinion among American experts as to the vulnerability of these specimens of modern naval architecture—there must be general agreement both at home and abroad on one point. That is, that as a naval parade and demonstration the cruise of the "armada" has been an entire success. It is almost difficult not to recall the memory of the immortal Barnum in connection with it and to lament that he is not still in the land of the living to give proper expression to the description of what on the part of our neighbours is certainly the latest "greatest show on earth." Poor John Bull, although he can at a few hours' notice assemble a fleet three times as powerful as this "armada," is "not in" in American phraseology with this demonstration of the actuality of the "big stick" at the command of the occupant of the White House. If the "armada" should be found to be as effective in a fight as it is in the show business, both Japan and Germany may find it opportune to be respectful to the American eagle, observe the Vancouver *Advertiser*.

LOCAL AND GENERAL.

THE action brought by the Tso Tsui Wo Company of 107, Connaught Road against the proprietor of the *Sai Kai Kung Yik Po* for \$10,000 damages for alleged libel, was concluded yesterday. His Lordship gave judgment for the plaintiffs for \$500, the sum paid into Court, with costs.

A CHINESE woman leaning over the verandah at 27, Battery Street, Yau-ma-tei, with the object of placing some washing on the clothes line yesterday afternoon, unfortunately overbalanced herself and fell to the ground—a distance of some fifteen feet. She landed upon her head and became unconscious. Inspector McHardy, of the Yau-ma-tei Police Station, had her removed to the Government Civil Hospital.

MINING experts at Johannesburg estimate that the amount of gold still to be mined along the Rand reef will reach fully \$5,000,000,000. There might be some hesitancy about accepting figures whose magnitude make them seem fabulous if it were not for the past performances of the remarkable mines. The steady output of the precious metal which has characterized the reef seems to warrant almost any prediction experts care to make.

A new cure for pneumonia is said to have been discovered by a Belgian physician, Dr. Leon Bertrand, of Antwerp, claims to have discovered a serum which cures the disease, and before the Antwerp Medical Society, has given proofs of having cured a dozen patients suffering from pneumonia. Dr. Bertrand has placed the newly-discovered serum at the disposal of the medical corps in order to enable them to experiment with it.

THE *Japan Advertiser* has received the following New York telegram, dated April 25:—The Chinese Ambassador, at Washington, H. E. Wu Ting-fang, speaking as a guest at a banquet of the American Asiatic Association, made a profoundly favourable impression. He laid stress on America's recognition of and kindness to the national spirit which had been reborn in China, and said that this was warmly appreciated in his country.

THE European officers and Japanese crew of the new turbine steamer of the T. K. K. *Tenyo Maru*, joined the vessel on the 24th ult. On the 27th idem at daylight the *leviathan* sailed for Yokohama. She will proceed to Hongkong direct from Yokohama on 16th inst., under command of Capt. Philip Going, with Mr. C. Gondrich as purser. The *Tenyo Maru*, which is of 14,000 gross tons, has a displacement of 21,650 tons. Her speed is 21 knots.

THE imports of manufactured articles into the United Kingdom in the month of January decreased \$1,680,281 as compared with January, 1907. Part of this is due to shrinking prices, but there is reason for believing that the active agitation against the "dumping" process now in progress is having some effect and that the British buyer is not disposed to purchase foreign articles if he can get the domestic product in its place.

IN the Marine Magistrate's Court, this morning, before the Hon. Commander Basil Taylor, R.N., Policeman Edwards charged *To Ching*, master of steam launch *Sing Lee*, with unlawfully allowing rubbish to be thrown from his launch, also ashes, in the waters of the harbour at 3.30 p.m. on the 3rd inst. The defendant pleaded not guilty. Policeman Edwards stated that defendant was not in charge of the launch at the time. The case was dismissed.

H. E. TSING JUI, Tartar General of Kiangning (Nanking) arrived at Chinkiang on the 27th ultimo by train from the former city to inspect the Marching Banner troops garrisoning Chinkiang and vicinity. The inspection occupied two days (Tuesday and Wednesday, 28th and 29th ult.). There was a turnout of over 3,000 well-armed troops, and the men are reported to have made good progress in modern drill since their reorganization a year ago in obedience to Imperial Edict.

OF all the troubles a housewife encounters in these countries, none worry one so much as the cockroach. They eat everything from books to the front breadth of one's finest dress and are responsible for many bad tempers. Beside the use of camphor for driving them away, a poison that will kill them is the following, but it is not prepared exactly as directed it will not deceive them into eating the fatal sweet. Take one tablespoonful of borax and one of granulated sugar (the powder is adulterated) and with an iron spoon grind all together to the finest of powders, till the borax cannot be detected from the sugar. Put this around over the house in saucers or tins and the roaches will soon disappear. By putting a big mouthed bottle on the floor with a little milk in it, as many as forty may be caught in one night.

AN inventory of all house and land property owned by Christian missions and their converts is to be made without delay throughout the Empire, in obedience to instructions received by Governor Chen (Chi-fai) at Soochow to the above order from the Waiwupu, his Excellency on 19th ult. issued instructions to all the Taoist, prefects and department and district magistrates within his jurisdiction to make the required inventory for registration both in the Governor's yamen and in the Waiwupu at Peking. The reason for this seems to be that in a number of litigations about real estate throughout the Empire, litigants have been found to claim protection from Christian mission on the ground that they are converts, when hitherto they were known to be anything but Christians, thus causing infinite trouble to the authorities.

THE NATIONAL BANK OF CHINA, LTD.

ANNUAL REPORT.

The report of the Directors to the seventeenth ordinary annual general meeting of shareholders, to be held at the offices of the Bank, Victoria Buildings, Hongkong, on Saturday, 16th inst., at noon, reads:—

To the shareholders, the National Bank of China, Limited.

Gentlemen.—The directors now beg to submit to you the accounts and balance sheet for the year ending 31st December, 1907.

The accounts show that the balance of \$71,293.09 brought forward from last year together with \$150.00 from general reserve fund have been required in addition to the working profit during the year to make full provision for bad and doubtful debts in 1907, and previous years, as foretold in the chairman's speech at the annual general meeting held in 1906. This will leave \$150,000 in general reserve fund and a balance of \$10,225.09 to be carried forward to next account.

The capital reserve fund which stood at \$154,820 on the 31st December, 1906, has been appropriated to the extent of \$104,701.66 to enable the last call of £40,453 (received at 2/11) to appear at 1/8 to the dollar in conformity with the rest of the capital.

Mr. C. E. SWEOS, retired in rotation from the Hongkong Board, but, being eligible, offers himself for re-election.

The accounts at head office have been audited by Mr. A. R. Lowe, Chartered Accountant, and Mr. E. A. M. Williams, A.S.A.A. (of the firm of Messrs. Lowe and Bingham).

Messrs. Deloitte, Hender, Griffiths & Co., Chartered Accountants, audited the London Accounts.

Your Obedient Servant,
J. SCOTT HARSTON,
Chairman.

Hongkong, 31st March, 1908.

BALANCE SHEET 31ST DECEMBER, 1907.

Liabilities.

Authorized Capital:—	
99,915 ordinary shares of £7 each	£699,475
Issued Capital (at 1s. 8d. to the £)	—
49,453 ordinary shares of £7 each	£346,166
1905 call of £1 on 49,453 shares at 2/11 to the £	£380,734.34
Add transfer from capital fund reserve to adjust ex. to 1s. 8d.	£104,701.66
	\$1,854,336.00

Capital reserve fund	\$2,912,616.00
Reserve fund	48,118.34
Notes in circulation	150,000.00
Fixed deposits, current accounts, loans, &c.	370,880.00
Bills for collection and branch balances	1,544,621.87
Drafts, acceptances and endorsements (bills re-discounted)	119,804.21
Balance of profit and loss account	2,675.43
	10,225.09
	\$5,158,938.94

Assets.

Cash on hand and at Bankers	\$348,833.96
Money at call and at short notice	690,000.00
Government securities, (£50,000 at 1/9)	551,724.12
Bills receivable, loans and advances	3,160,937.20
Bills for collection receivable and branch balances	407,443.66
	\$5,158,938.94

PROFIT AND LOSS ACCOUNT.

Year ending 31st December, 1907.
Charges, directors' fees, salaries, etc. \$108,476.60
Provision for bad and doubtful debts, etc. (after deducting gross earnings for the year ending 31st December, 1907) ... 102,593.40
Balance to be carried forward to next account ... 10,225.09

Balance brought forward from last year ... \$71,293.09
Amount transferred from reserve fund ... 150,000.00

\$221,293.09

On 1st January, 1908, the Capital and Reserve Funds will stand as follows:—

Capital (at 1s. 8d. to the £)	£424,718.00	\$2,912,616.00
Capital Reserve Fund (at 1s. 8d. to the £)	40,000.00	48,118.34
Reserve Fund (at 1/9 to the £)	13,593.10	150,000.00
	£460,311.10	\$3,110,734.34

SHANGHAI SPRING RACES.

THIRD DAY'S RESULTS.

We are indebted to the courtesy of Mr. T. F. Hough for the following results of the Shanghai races received to-day:—

The Great Northern Plate.	
Ravenhoe	(Burkill)
Stirrup Cup	(Hayes)
Game Chick	(Moller)
Time: 1.47.	
The Rubicon Plate.	
Sokol	(Moller)
Sutle	(Hayes)
Best Friend	(Johnstone)
Time: 1.39.	
The Shanghai Stakes.	
Glester	(Burkill)
Kirghiz	(Moller)
Cloud	(Springfield)
Time: 2.05.	

A POPULAR CUSTOMS OFFICIAL.

DEPARTURE ON PROMOTION.

[From Our Own Correspondent.]

Canton, 5th May.

Mr. J. W. Loureiro, Acting Deputy Commissioner of the Chinese Imperial Maritime Customs in Canton, has been appointed Acting Commissioner at Hongmoon. Mr. Loureiro left here this morning at 9.45 a.m. with Mrs. Loureiro to take up his new post. The British Consulate steps in the Bund, Shanghai, were crowded before the hour of the new Commissioner's departure with personal friends of both Mr. and Mrs. Loureiro who, during their stay in Canton, have been most popular.

Among those present to accord to Mr. and Mrs. Loureiro an enthusiastic send-off, were the Commissioner of Customs and the whole of the Customs staff, both foreign and Chinese. All the Consuls, Mr. T. E. Griffiths, Chairman of Municipal Council, and Mr. Griffiths, and a number of lady friends of Mrs. Loureiro, and almost all the principal residents of Shanghai. The departing official boarded the Customs launch *Kongmoon-tai* for Hongmoon. As the launch cast off her moorings a salvo of crackers was let off, and amidst the deafening noise of the fusillade which two long strings of crackers made, were heard loud and long cheers for Mr. and Mrs. Loureiro.

Mr. Loureiro was promoted to the Customs service in Canton from Kowloon, Hongkong. He has been a resident here since 1901 and socially earned an excellent reputation for himself as being the best of "jolly good fellows." Last year he was elected chairman of the Canton Club, a position which he filled with considerable success and from which he will be missed. His linguistic attainments made him an officer of exceptional value to the Customs service, especially in a community like that of Canton, so cosmopolitan in its character and where the conflicting interests require so much tact to successfully handle. While missing him from Canton, his many friends in this City will wish Mr. Loureiro every success in his new sphere of duties to be soon followed by the appointment to a substantive Commissioner's position in the distinguished service to which he belongs.

THE JAPANESE BOYCOTT.

ANTI-BOYCOTT MEASURES.

The *Tokyo Asahi* suggests to the Foreign Office authorities the advisability of adopting preventive measures against the further spread of the boycott movement in other parts of China rather than make any efforts in the disaffected centre to dissuade the natives from the foolish act. The Japanese Consuls are in intimate relations with the leading native merchants, because most of them have studied in China some time or other. They should in concert with Japanese merchants work for convincing the Chinese of the suicidal effects of the movement. The Foreign Office should be doing already this much at least, but the paper regrets to find the fact of consul at Hongkong still vacant. A proper person should at once be appointed to the post. As to the expenses that these preventive efforts would involve, the Office should not hesitate to ask for an extraordinary outlay from the Exchequer. While feeling grateful to the English officials of the Hongkong Government for their prohibitory control over the movement, the paper would rather not see the Chinese Viceroy yamen in Canton so stringent in repressive work as further to agitate and inflame the excited populace. In saying this the paper recalls the rail at instance of Chinese boycott, that of opium burning by Viceroy Lin which led to the war with the English and subsequent cession of Hongkong. Compared with England's attitude, that of Japan in the *Tatsu Maru* affair can be said to be extremely generous. And yet these same people are dissatisfied with Japan's conduct, and are determined to boycott not opium this time but commodities of daily need. This change of situation impresses the paper as to the progress of the Chinese. They have indeed advanced so far as to cause the Englishmen to think of giving up the opium trade with China. But the display of their patriotism is taking a wrong direction. Their early repentance of the error is highly desirable. — *Japan Times*.

Japan has asked China to take steps to prevent a boycott of Japanese goods by the Chinese and to put an end to the anti-Japanese agitation throughout the empire. As the *Tatsu Maru* incident is being as much used against the Peking authorities as against the Japanese, there is no doubt that the Chinese Government would like to end the agitation, but it is doubtful whether with the best of intentions it can do so. If it fails there will be room for wondering what course Japan will take. Those who have observed the conduct of the latter power in Manchuria will not spend much time in guessing. They will jump to the conclusion that it will be made a pretext for a diplomatic quarrel and perhaps something worse. If the expectation of those foreigners who live in Far Eastern ports is realized it will be worse for the Chinese. — *San Francisco Chronicle*.

In the Marine Magistrate's Court this morning, before the Hon. Commander Basil Taylor, R.N., P.C. Pepperell charged Lo Shih, boatman, of licensed cargo-boat No. 3339, with unlawfully disobeying the lawful orders of the Harbour Master on the 5th inst. in the waters of the Colony. The accused pleaded not guilty. Policeman Pepperell stated that at 6.45 p.m. on this 5th inst., defendant's cargo-boat was made fast to a private buoy. The Harbour Master found that no offence was committed, and the charge was dismissed.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—The suggestion made by Hon. Mr. Pollock, K.C., during the debate on the second reading of the Bill now before the Legislative Council that a proviso be added enabling parties dissatisfied with the rulings of the Building Authority or Sanitary Board to have recourse by a simple mode of procedure to the Supreme Court is one of so just a nature and would I believe be so acceptable to the Community that the Government should not for a moment demur to its enactment.

Prior to the passing of the Public Health and Buildings Ordinance No. 1 of 1903, the right of appeal Hon. Mr. Pollock asks for actually existed as enacted by Ordinance No. 15 of 1889.

Section 87. "Whenever any person shall be dissatisfied with the exercise of the discretion of the Surveyor General in respect of any act, matter, or thing, which is by this Ordinance made subject to his discretion, the person so dissatisfied may in lieu of reverting to any legal remedy appeal to the Governor in Council, who may make such order in respect thereof, as may be deemed expedient, and such order shall be final for all intents and purposes."

I therefore think if this Section were re-enacted it will do away with any suggestion that the aggrieved party was driven to any expense on account of appeal, because if he so approved he could appeal to the Governor in Council in lieu of going to the Law Courts.

Yours faithfully,
A. SHELTON HOOPER.
Hongkong, 6th May, 1908.

VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS.

Parade.—At headquarters at 5.0 p.m. on Monday, the 11th, and Wednesday, the 13th instants.

AMBULANCE CLASS.

Parade.—At headquarters at 5.30 p.m. on Tuesday, the 12th and Thursday, the 14th instants.

NO. 4 COMPANY H.K.V.A. (LATE LEFT HALF NO. 2 COMPANY).

A meeting of the above company will take place at Volunteer Headquarters at 6 p.m. sharp on Thursday, the 14th instants, for the purpose of presenting the prizes to the successful competitors in the recently conducted series of Monthly Competitions.

RESIGNED.

Gunner B. Page is permitted to resign on leaving the Colony with effect from the 30th April, 1908.

Gunner C. F. Bird is permitted to resign with effect from the 4th May, 1908.

Sergeant L. Murphy is permitted to resign on leaving the Colony with effect from the 4th May, 1908.

Corporal L. E. Brett is permitted to resign with effect from the 4th May, 1908.

Gunner A. Essler is permitted to resign with effect from the 4th May, 1908.

STRUCK OFF.

Sapper E. W. Wolfe is struck off the strength of the Corps with effect from the 4th May, 1908.

LEAVE.

Sergeant R. Henderson is granted leave of absence out of the Colony for seven months with effect from the 2nd May, 1908.

Gunner E. Shaw is granted leave of absence out of the Colony for six months with effect from the 4th May, 1908.

ARMS.

Members having rifles Nos. 233 and 256 in their possession are requested to return them to headquarters at once.

Any rifle or equipment which has not yet been returned to store should be sent in at once for the annual overhaul.

THE EMPRESS OF CHINA.

From an interesting article in a Paris contemporary on the Empress of China who has controlled the Celestial Empire and been the wonderment of the West for so long, we learn that her Majesty follows the ceremonial of the Court as it has been observed for centuries. She rises at five o'clock; at six o'clock, and sometimes earlier, holds her council; at ten she holds her reception. Then she takes breakfast. The siesta follows at noon. From three to five her Majesty walks in the gardens or goes on the lakes. The Imperial dining hour is at five, and then comes the hour for retirement at nine. During her hours of recreation her Majesty sometimes graces with her presence the performances of the Court Theatre.

POLICEMAN G. Bird charged (1) Chan Cheung, (2) Cheng Muk, (3) Chan Tai Muk, masters of licensed passenger boats 103, 325, 503, in the Marine Magistrate's Court, this morning, before the Hon. Commander Basil Taylor, R.N., with unlawfully making their boats fast to the S.S. *Haimin* whilst under way in Victoria harbour on the 6th inst. Policeman Bird, in giving his evidence, said that at 7.30 this morning, whilst passing the Naval Yard, he saw the *Haimin* coming in. Defendants' boats were waiting near the *Haimin*. As the *Haimin* passed, they caught hold of her with boathooks. One man climbed on board from the second defendant's boat. The third defendant climbed up, but slipped and fell overboard and was picked up by his own boat. All the three defendants stated that they did not go alongside the ship. Policeman Bird contradicted them, and said he saw quite sure they were the men who were with the *Haimin*. A fine of \$20 each was imposed, or in default one month's hard labour.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE JAPANESE BOYCOTT.

ADMIRAL LI CHUN BLAMED.

[By courtesy of the "Sheng Po."] Peking, 5th May.

The Japanese Minister in Peking has made a representation to the Waiwupu in which he attaches blame to Admiral Li Chun for instigating the boycott of the Japanese for his own alleged private ends.

MINING CONCESSION IN HUNAN.

MUST NOT BE ALIENATED.

[By courtesy of the "Sheng Po."] Peking, 5th May.

Upon learning that the gentry of Hunan have sold some mines to certain French subjects, the Board of Commerce and Agriculture forthwith instructed the officials of that Province to investigate the matter with a view of preserving the mines to the Chinese.

AN APPOINTMENT.

[By courtesy of the "Sheng Po."] Peking, 5th May.

An Imperial edict has been issued directing Tsoai Wan Tsung-in to serve under H. E. Chiu I-fung.

The Bomb Outrage in Bengal.

London, 4th May.

Two of the Muzafferpore bomb-throwers have been arrested, and one of them has since committed suicide.

The police in Calcutta have raided two places, and discovered large quantities of explosives and half-filled bombs; thirty arrests have been made.

Indian Frontier Troubles.

From 13,000 to 20,000 Afghans have crossed the border, the bulk of them taking the direction of Lund Kotal, where they attacked a block house, and were repulsed.

Later.

Upon the Indian frontier news, Consols have fallen to 85½, Indian 3½, loan 98½, and the Indian 3½, loan to 89½.

The gravity of the latest developments is fully recognised.

The Assassination of Sir Colin Campbell Scott-Moncrieff.

The local Sheikh murdered Sir Colin Campbell Scott-Moncrieff, and, proclaiming himself a prophet, collected 150 ex-Dervishes and attacked the force under Governor Dickenson which was on the way to restore order.

The Sheikh was beaten off, and 35 Dervishes killed.

Two Egyptian officers were killed, and Governor Dickenson and Major Logan wounded.

Proposed Monument to the Late Sir Henry Campbell-Bannerman.

Mr. Asquith

AN IMPORTANT INSURANCE CASE.

CHINA TRADERS' INSURANCE CO., LTD.
ALLIANZ INSURANCE CO.

Several points of vital importance to marine insurance, companies and shipping concerns are involved in the suit for 21,154.58 taels brought by The China Traders' Insurance Company against the Allianz Insurance Company, of Berlin, which was heard in the German Consular Court at Shanghai, on 18th ult., before Dr. Nol, German Vice-Consul, and Messrs. Kunicke and Reich, who acted as assessors. The plaintiffs were represented by Mr. R. Mahfeldt, and Dr. Voigt looked after the interests of the defendants.

The case is the aftermath of the stranding of the steamer *Fernley* off the coast of Japan about twelve months ago.

The petition set forth that the plaintiff is an English insurance company registered at Hongkong, and the defendants a German company registered at Berlin. The parties had no agency in Seattle, U.S.A., which was authorised to sign insurance contracts, and as agent for both firms, T.N.S. Atkinson and Co. acted. On February 1st, 1907, the plaintiffs, through Messrs. T. N. S. Atkinson and Co., took a risk of \$72,250, gold, for part of a cargo consisting of 100,000 quarter-bags of "Three Fox" flour, valued at \$99,150 gold, at the rate of three quarters per cent, for a voyage from Seattle and other ports via Taku to Tientsin, by the steamer *Fernley*. The balance of \$27,000 gold was insured with the Firemen's Fund Insurance Company, \$17,250, and with the Yangtze Insurance Association, \$9,750. Plaintiffs took the risk of \$72,250 on two policies, namely \$30,000 on a policy No. 7/1191 and \$42,250 on a policy No. 7/1201.

The risk of \$30,000 was re-insured by plaintiffs on February 1st, 1907, in toto, and at the same rate of three-quarters per cent with the defendants, for whom also Messrs. T.N.S. Atkinson and Co. were acting, and for this insurance the defendants made out a policy No. 7/1442. On the voyage to Tientsin, the *Fernley*, after leaving the port of Mororan, where she had coaled, struck a rock and was so badly damaged that she had to be beached in Havodade harbour on the 20th March. Of the 100,000 sacks only 7,300 were undamaged. The ship taking a considerable time for repairs, it was to be expected that the flour would deteriorate if not disposed of at once, and the agents of the insurance companies sold the cargo. It was decided that it would be more in the interests of the insurance companies to settle a total loss, to take over the whole 100,000 bags and to pay the full amount of the insurance made arrangements between the ship and cargo—Lloyd's agents acting on behalf of the cargo—to have the cargo realized. The whole of the damaged cargo, namely 91,732 bags, was disposed of by public tender at Hukodade at a price of yen 121,745 net, which amount was remitted to Shanghai amounting to Tls. 82,759.42. The sound cargo, 7,300 sacks, was sent to Tientsin and sold at a price of Tientsin Tls. 8,063.83 equal to Tls. Shanghai 8,346.00 net. The whole proceeds amounted to Shanghai Tls. 91,105.48 plus Tls. 35.11 interest, and deducting Tls. 50 as fees by Mr. Wadman. This amount had been apportioned by Mr. Wadman over the insured values and the plaintiff received on policy No. 7/1191 Tls. 36,711.61. Plaintiff paid to the insured on this policy \$40,000 gold, equal to Tls. 37,856.10, and they therefore lost Tls. 21,154.58 which sum was claimed from the defendants.

The defence consisted of a denial and explanation of certain of the facts. The defendants admit that the plaintiffs may have taken over a risk of 72,250 gold and that they may have covered it by re-insurance to the extent of \$40,000 with the defendants and with the North China Insurance Co. to the extent of \$32,250. They however plead that their agents Atkinson and Co. were not entitled to sign policies for the defendants without reserve. For the reason that at the time they were agents for several different insurance companies, it was agreed with them that they should have the right to sign re-insurance policies only under the condition that the risk taken over was divided in equal parts amongst all the companies represented by them, including the plaintiff. The agreement has been made by the defendants to safeguard them from the agents giving them a bad risk. This agreement was contained in two letters dated 24th March 1905 and 15th June 1905. It is now alleged that plaintiffs forbade their agents, Atkinson and Co., from signing the policy in question as the premium was not proportionate to the risk, but Atkinson and Co. had done so notwithstanding this order, and in order not to be liable to plaintiffs they had re-insured the amount with the defendants. The Atkinsons having overstepped their authority by doing so, the policy, defendants contended, is void, as it had been signed by a person who had not the necessary power. Atkinsons had authority to sign re-insurances only if the risk were divided in equal parts amongst the companies represented by them, and they were not entitled or authorized to sign such re-insurance policies for the defendants alone, or almost alone. Even if the plaintiffs were not aware that Atkinsons were not authorised to sign this policy the defendants would not be bound by the policy in question as it had not been signed for defendants by a person who was empowered by the defendants. The plaintiffs had knowledge that Atkinsons had no power to do so, for, according to Paragraph 165 of the German Civil Law Book the knowledge that Atkinsons, the plaintiffs' agent, had, must be regarded as the plaintiffs' own knowledge, and Atkinsons knew that they had no power. There was also the objection against plaintiffs that they were acting "ma fide" for by re-insuring their risk their agents were acting "ma fide" defendants contending that Atkinsons had taken the re-insurance solely for the purpose of avoiding their own responsibility, as they were not allowed by law to take the risk. In support of their contention, the following letter from Atkinsons to the defendants was produced—

"Re-insurances, you will know that several of our acceptances have been arranged as re-insurances. This is because our clients desire but one policy for the risk. In order to comply with their request we have provided that the full insurance be divided among the several offices we represent. In this manner the entire insurance is controlled by one and is practically the same as by direct insurance. We hold the policies here in order to facilitate us in the settlement of loss in case of need, and trust that by taking this course it meets in every way with your requirements."

There is also an extract from a letter from defendants to Atkinsons of 15th June, 1905, saying that the re-insurance was entirely satisfactory.

In amplification of his defence, Dr. Voigt argued that Atkinsons were not entitled to take re-insurances for defendants without special authority and in support of this he referred to experts. According to Paragraph 181 of the German Civil Law Atkinsons were not entitled to act as agents for both parties and to make contracts between them unless special permission was given them. Atkinsons, he held, knew they were not entitled to take re-insurances without special authority, for otherwise they would not have asked for confirmation of this in their letter of 26th May, 1906. In the reply there was given them the authority only on a limited scale, namely, that re-insurances should be practically the same as direct insurances. This could be effected only if the amount were divided in equal parts amongst the companies represented by Atkinsons, for were the whole amount re-insured the China Traders' Co. would have no direct interest in settling the claim.

In reply, Mr. Mahfeldt contended that the question to be decided was whether Atkinsons really had authority or not. Firstly, special authority given them to take a risk of \$50,000 gold on a half per cent by letter and by cable of 28th January, 1907, although this letter and cable did not specifically refer to direct re-insurance at all. They had general authority to act for the defendants, and that general authority had been given to them without reserve. The defendants therefore had to prove that that general authority did not refer to re-insurance and that for re-insurance a special authority was necessary. Mr. Mahfeldt further argues that the question about the contents of an authority had to be decided according to von Bar on International Civil Law Vol. 2. But even if defendants could prove this it would not help them, as by business practice of some years they had approved that Atkinsons should be entitled to take re-insurance for them and had given them an extension of power. The defendants could succeed in their case only if they could prove that it had been agreed between them and Atkinsons that they should take re-insurances only under the conditions that the risk be divided among Atkinsons' companies. As proof of this point the defendants had referred only to the two letters of 26th May and 18th June 1905, but these letters did not contain anything about a condition of re-insurance, or limitation of their power. Regarding Paragraph 181 of the Civil Law Book this could not be applied, as American law had to be used. Defendants had approved of Atkinsons making contracts between the different companies they represented in the preceding cases. They were aware that on the 25th February, 1907, this policy had been made out as a re-insurance, and they did not object, and it was customary that an agent acting for different companies should make contracts between them. Regarding the allegation that the contract was "ma fide," this, he said, could be judged only from the purpose. In this case the Centennial Mill, who consigned the flour, did not want an Allianz policy but the Allianz Co. wanted to take the risk, and therefore in order not to lose the business the Atkinsons made a direct policy in the name of the China Traders and re-insured it with the Allianz, who were willing to take the risk. Moreover the risk was not a bad one. The China Traders declined it only on account of the premium, but on a letter of 5th April, 1907, to the defendants, they say they would probably have accepted it if they had known the rates paid. The bona-fides of the policy could be judged also from the following facts. The China Traders had paid the losses and the other companies with whom the risk was re-insured had also paid the amount. If the Centennial Mill would have had no objection to the Allianz policy the risk would have been given them as a direct policy.

After hearing counsel the Court adjourned the case until May 15th.—*Shanghai Times*.

GOLF.

The monthly competition for the Captain's Cup was held at Happy Valley between May 2nd and May 4th. The following Cards were returned—

CAPTAIN'S CUP.	
* W. Ironside	87-12 75
A. Gittins	80-2 78
C. T. Beath	85-5 80
R. O. Hutchison	81-1 82
A. Ritchie	100-18 82
26 entries	

POOL.	
* A. Gittins	81-2 79
W. M. Anderson	85-5 80
C. T. Beath	85-5 80
M. A. Murray	85-5 80
R. O. Hutchison	81-1 82
J. Douglas	94-0 84
30 entries	

* Winner of Captain's Cup.
† Winner of Pool.

This final tennis match in the Doubles Handicap—Messrs. C. A. Carr and W. G. Worcester against the Hon. Dr. J. M. Atkinson and H. R. Phillips—will be replayed tomorrow afternoon on the Cricket Club's ground, commencing at 4.30 p.m.

SIR ROBERT HART'S DEPARTURE.

THE SCENE AT PEKING.

To say that never was there such a send-off as was given to Sir Robert Hart here this morning would be saying the biggest thing, first and leaving nothing to say afterwards. That is the truth of it, and there is up force in the mother tongue with which to tell of the scene.

The crowd began to come early. First there was Sir Robert's private bank which took up its position on the platform nearest the Water Gate. Then there were two detachments of Chinese troops, one from the Police Corps and one in khaki from the North Camp. There had a bugle band and a brass band respectively. The Japanese were there and all the other Legation Guards had a Company in full dress uniform. The best looking were the Camerons. They certainly must have given Peking the pick of the regiment. The American troops were their close rivals; they always make a fine show. Someone remarked that the Chinese did not show up well alongside of any of the troops there.

Of course all the Legations were out in full, all the Custom officers, and many from the more private walks of life. To list all who were there would take more space than it is possible to use. The exclamation of a photographer who had been standing on a seat earning in vain to get a picture would well tell the story. He said "Why, all you can get is people's hats." That was it, just one packed crowd.

The Chinese officials had come in from the 'Chien Men end of the station, so that they were at the west; except Na Tuog, who circled around in the crowd almost as much as Sir Robert Hart himself. H. E. Yuan Shih Kai also came.

The private car had been brought out next to the first class coaches, contrary to the usual practice. It is usually at the end of the train. Here the crowd was thickest. Sir Robert Hart came in his chair, which stopped at the east end of the platform. He then inspected his band and each of the detachments of the soldiers having a word for each of the officers in charge. He proceeded thus to the west end of the line.

Sir Robert then began the more difficult task of saying goodbye to all his friends. Starting with the Chinese officials, he made his way back and forth on the platform, having a word for each one as he shook hands. It was after eight then, but as someone said, "The train was going to be run for the benefit of Sir Robert."

The faces of a crowd are always a study of interest, and this crowd was no exception to the rule. One universal thought could be read there, however—that of sorrow at the parting. Some faces said very clearly that there was hope of a speedy return, others did not seem so confident.

As the train pulled out, all the bands struck up. Sir Robert stood on the back platform bowing to all as the last acknowledgment of what meant to him. On the front end of the car were Messrs. Sandcock and Law, who are to act as secretaries to Sir Robert till he is back in England. Then their faithful, which is due, will come in. Now for the first time in over 30 years the great Customs Machine will run with the founder of it out of the country. All the friends of China wish those who take over the burden of it the greatest success in its work.

LADY J. ROAN SICK.

One face that was missed on the platform was that of Lady Jordan wife of the British Minister, Sir John Jordan, is sick with typhoid fever. While the case is severe, we understand that there is no great danger, and a speedy recovery is hoped for.—*China Times*.

DEPARTURE FROM SHANGHAI.

Sir Robert Hart went down to the N. D. L. S. *York* yesterday afternoon (May 1). His departure from Shanghai was fixed for 4 p.m., and about a quarter of an hour before hand the outdoor staff of the Customs lined both sides of the gangway leading to the platform, while on the latter itself were Sir Pelham Warren, Admiral "ah, most of the Indoor Staff, and many personal friends of the Inspector General. A minute or two before 4 o'clock Sir Robert Hart drove up in a brougham with Mr. H. E. Hobson. When he alighted and caught sight of the parallel rows of Outdoor Customs men his face lit up with pleasure at their spontaneous tribute to him, and he raised his hat again and again on his way down the gangway. On the platform Sir Robert shook hands and exchanged greetings with a number of his friends, and then stepped on board the *Quarantine* launch *Pooloo*, which was waiting in readiness to take him down to Woosung. The Inspector General's private flag was broken at the masthead as he stepped on board, and three cheering cheers and a "tiger" were given for the distinguished visitor. Sir Robert Hart, standing by the launch's side, removed his hat and said "Gentlemen, I thank you all very much." Three cheers for Mr. Sandcock, the Inspector General's Private Secretary, who is accompanying him home, were then given, and as the *Pooloo* moved away from the jetty hats were waved in the air, and a fusillade of crackers was discharged from a sampan close at hand. Mr. Hobson and the Harbour Master accompanied Sir Robert to the *York*.

A HEIFER belonging to Mr. William Walters, a dairyman living near Merriwa, N.S.W., gave birth to a calf having two heads and two tails, but to all outward appearances an ordinary body and legs. The freak was killed in birth to save the heifer. A post mortem examination revealed that twins of both sexes were joined in one body. The heads were of natural size, and the necks joined at the shoulders. In the body were double hearts, liver, stomach, etc., and organs showing each sex. The skin, with the heads attached, was carefully removed, and is being stuffed.

THE "SPANISH PRISONER" SWINDLE.

AN OFFICIAL WARNING.

We do not suppose that any organised scheme of swindling has ever been so often exposed over a long series of years than that which is popularly known as the "Spanish Prisoner" Swindle. In the columns of *Truth* that has been done more than once, and seven or eight years ago there was occasion taken in the *Singapore Free Press* to warn the Straits public that an endeavour was being made to work the swindle upon some persons in this Colony. In one case it was "Mr. John Little" to whom the letter was addressed, and the letter was forwarded to this office by a member of the firm of Messrs John Little and Co. to make use of for the protection of the public.

In spite of the many thousands of letters this clever and unscrupulous gang have written, and in spite of the frequent exposures, the game must be a paying one and silly people are to be found to be willing to part with their money. The references to the swindle lately have not been many, but from the official correspondence printed below, the British Ambassador at Madrid has reason to believe that these ruses are again becoming active, and are now turning their attention to the British Colonies as a field for their clever rascalities.

The Hon'ble the Colonial Secretary forwards the subjoined copy of a circular Despatch from the Secretary of State for the Colonies regarding the fraud above alluded to, as practised by a gang of thieves in Spain. The despatch contains an enclosure and a sub-enclosure, both of which are given below—

CIRCULAR.

Downing Street, 2nd April, 1908.

Sir,—I have the honour to refer you to Mr. Chamberlain's Circular despatch of the 14th of August, 1897, on the subject of a fraud commonly known as the "Spanish Swindle," which is practised by a gang of thieves in Spain, and to inform you that it is reported that the perpetrators of these fraudulent practices are turning their attention to residents in the British Colonies.

I enclose for your information a copy of a letter from the Foreign Office in which my attention has been called to the matter, and I have to suggest that you should consider whether it is desirable to issue a warning to the public.

I have the honour to be, Sir,
Your most obedient, humble Servant,
ELGIN.

The Officer Administering
The Government of
Foreign Office, March 11th, 1908.

(Enclosure in Circular dated 2nd April, 1908.)
Foreign Office, March 11th, 1908.

Sir,—I am directed by Secretary, Sir E. Grey, to transmit to you, herewith, a copy of a despatch from His Majesty's Ambassador at Madrid, to whom your letter No. 5017/1908 of the 21st ultimo was referred.

As stated by Sir M. de Bunsen, the case in question is clearly an instance of what is known as the "Spanish Swindle." This fraud, which is practised by a gang of Spanish thieves, is almost invariably carried out on the following lines:—an individual, purporting to act as the executor of some person who has recently died in a Spanish prison, writes to the intended victim stating that the deceased prisoner has left a sum of money to his relative—the intended victim—on the condition that the latter will adopt and care for his orphan child. But before the money and child can be sent, it is necessary that the executor should receive a sum of money generally between fifty pounds and one hundred pounds—in order to defray the legal expenses connected with the prisoner's will. Needless to say, once the money has been sent, nothing more is heard of the alleged legacy.

The swindle has, for several years past, found easy victims in various countries, including Great Britain, and although numerous cases are brought to the notice of the Spanish Government, it has never yet been possible to obtain a conviction of the offenders.

As it now appears that the thieves are turning their attention to the subject of British Colonies, Sir E. Grey desires me to suggest, for the Earl of Elgin's approval, that the prevalence of these fraudulent practices should be brought to the notice of the various Colonial Governments, who could then, if they saw fit, issue a warning to the public through the medium of the press, as has been done on several occasions in the United Kingdom.

I am, &c.,

W. LANGLEY.

The Under Secretary of State,
Colonial Office.

(Sub-Enclosure in Circular dated 2nd April, 1908.)
Madrid, March 2nd, 1908.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 6, in this series of the 26th ultimo, enclosing correspondence from a Mr. H. respecting the daughter of an alleged relative of his, who is stated to have died recently in prison at Madrid.

This is a familiar type of what is called a "Spanish Swindle" case. In accordance with the practice of the Embassy in these cases I am bringing it to the notice of the Spanish Government, with the request that efforts may be made to trace the will of the letter to Mr. H. and bring him to justice.

Meanwhile Mr. H. would be well advised, either to pay no further attention to similar communications which he may receive in the future, or to place the matter in the hands of the police, with a view to its being followed up.

I have, &c.,

M. DE BUNSEN.

The Right Honourable,
Sir Edward Grey, Bart., M.P., &c.,
—*Singapore Free Press*.

Today's Advertisements.

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

DURING my absence from the Colony Mr. R. J. MACGOWAN will act as SECRETARY.

By Order,
EDWARD OSBORN,
Secretary.
Hongkong, 6th May, 1908. 1477

NOTICE.

ON and after the 8th instant, the NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, QUEEN'S ROAD CENTRAL (in the office now occupied by the National Bank of China, Ltd.).

J. L. VAN HOUTEN,
Agent.
Nederlandsche Handel-Maatschappij.
Hongkong, 6th May, 1908. 1479

LOST.

ON May 3rd, GOLD SIGNET RING SET with Bloodstone. Finder will be rewarded.

Apply—
Major C. H. GRACE,
10th Mahatma, L.I.
Hongkong, 6th May, 1908. 1478

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"BUELOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th of May, at Noon. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of May, at 9.30 A.M. All claims must reach us before the 16th of May, 1908, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 6th May, 1908. 1478

THE DITTY OF COMMODORE DANCE.

(Vide *Singapore Free Press* Feb 7, 1908.)

Commodore Dance has left the land Of China,
Voyaging home from China,
Cargoes aboard of value much,
Guns with crews to fight for such
Stout skippers too; and the senior
Ruled over all as Commodore.

Commodore Dance scarce a week had sailed From China,
When his lookout men strange vessels hailed Not very far from China:
Five tall sail in the western sky,
O before they come anigh,

We being then in a state of war,
Sends out scouts does the Commodore. Commodore Dance does plain perceive

That he must either fight or leave For England near to China,
And so remained throughout the night Near China.

Morning comes and the French are near But the merchant sailors show no fear.
Keep the line. If the French wait war They shall have it," signals the Commodore.

Commodore Dance to quarters beat

Prepared to give the French a treat In the way of a fight.
But they didn't quite Fall in with his plans but made for his rear,
"O, 'We must attack," quoth the Commodore. Commodore Dance has signals flown

For all his fleet to bear adown In fierce design On the enemy's line.
"One by one let our ships advance And give it 'em hot!" ordered Commodore Dance.

Commodore Dance fired broadsides a few, The "Royal George" and the "Ganges" too,
And then the enemy withdrew For China!

Every stitch of sail they flew Speeding away. And Dance he swore,
"Chase 'em to Hell," roared the Commodore. Commodore Dance all sail he bore
In vain pursuit of the men-o'-war

Hasting away to China The French quick go,
But the traders slow Soon fell astern: So at last he work.

"Sail for home," sang the Commodore. Commodore Dance finds London town,
Knows of his action of renown Near China.

Many rewards for his high enterprise, Smiles and glances from ladies' eyes,
Two thousand guineas and gifts of plate London gives him a welcome great.

For his defeat of Ships of Holland and France, A knight-hood and honours for Commodore Dance.

—C. E. K. in *Singapore Free Press*.

Intimations.

THE ROBINSON PIANO Co., LIMITED.

A number of Pianos Returned for Sale at Reduced Prices

NEW SUPPLY OF



TALKING MACHINES

EASY PAYMENT SYSTEM.
Large Selection of

RECORDS.

FURTHER SUPPLY OF THE
"MERRY WIDOW"

Waltz.
NOW ON HAND.

Hongkong, 6th May, 1908. 1495

PEAK TRAMWAYS COMPANY LIMITED.

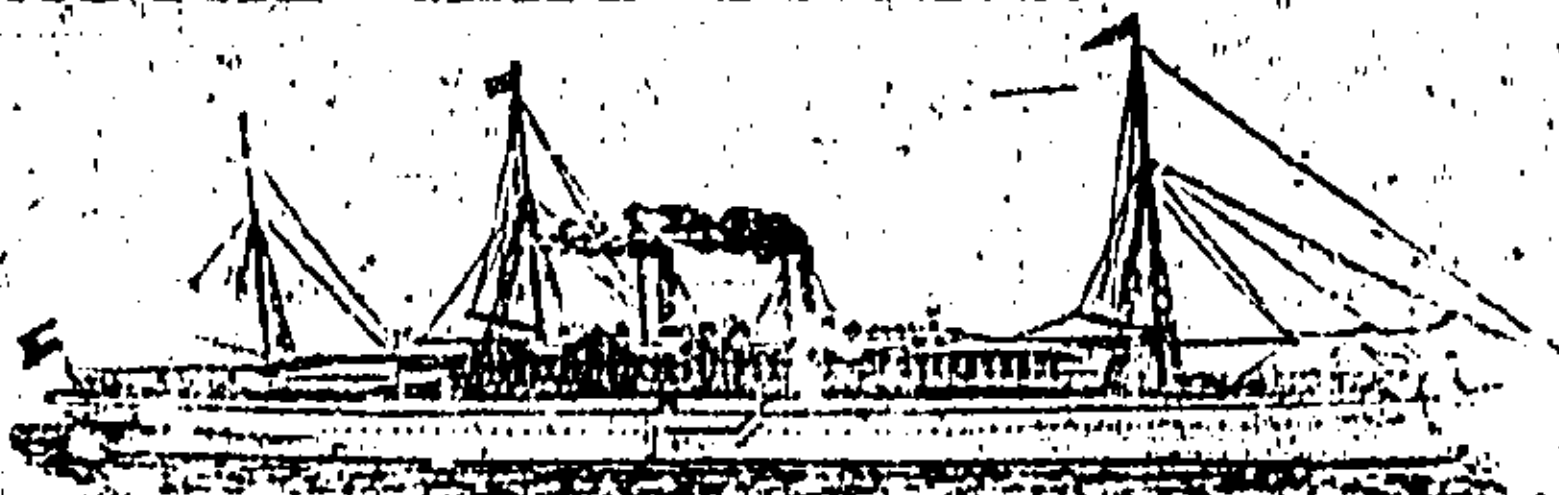
TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 noon	12.30 noon	1.00 p.m.	1.30 p.m.	2.00 p.m.
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific to the "Empress Line." Saving 5 to 10 Days Ocean Travel. 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Leave Hongkong	Arrive Vancouver
R.M.S. "EMPEROR OF JAPAN" 6,000 tons	THURSDAY, May 7th	May 25th
"GLENFARG" 3,700 tons	WEDNESDAY, May 20th	June 18th
"EMPEROR OF CHINA" 6,000 tons	THURSDAY, June 4th	June 22nd
"EMPEROR OF INDIA" 6,000 tons	SATURDAY, June 13th	July 4th
"LENNOX" 3,700 tons	THURSDAY, June 18th	July 17th
"EMPEROR OF JAPAN" 6,000 tons	SATURDAY, July 4th	July 25th
"MONTEAGLE" 6,163 tons	SATURDAY, July 11th	Aug. 4th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patrial "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 24 days from HONGKONG. Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent. R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 5th May, 1908. Corner Padder Street and Praya. (15)

INDO-CHINA STEAM NAVIGATION CO., LD.

MOJI	THURSDAY, 7th May, daylight
MANILA	FRIDAY, 8th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	SATURDAY, 9th May, 3 P.M.
SHANGHAI	SATURDAY, 9th May, 4 P.M.
SANDAKAN	SATURDAY, 9th May, 4 P.M.
TIENSIN	MONDAY, 11th May, Noon
SHANGHAI, YOKOHAMA, KOBE	FRIDAY, 15th May, 4 P.M.
MOJI	WEDNESDAY, 27th May, Noon

RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS. The steamers *Kutani*, *Namang* and *Fukue* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamer have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Kobe, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 5th May, 1908. (12)

CHINA NAVIGATION CO., LIMITED.

STEARERS	TO SAIL
SOURABAYA & SAMARANG	"SHANTUNG" 7th May, 3 P.M.
CEBU & ILOILO	"KALAN" 8th May, Noon
SHANGHAI	"YUNNAN" 8th May, 4 P.M.
NINGPO & SHANGHAI	"FOOCHOW" 9th May, " "
AMOI & SHANGHAI	"KASHING" 9th May, " "
MANILA, ZAMBOANGA & AUSTRALIA	"CHINGTJ" 11th May, " "
HOIHOW & HAIPHONG	"SINGAN" 12th May, 9 A.M.
MANILA	"TAMING" 12th May, 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG" 14th May, " "
YOKOHAMA & KOBE	"TSINAN" 23rd May, " "

MANILA and TIENTIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports. Reduced Saloon Fares, Single and Return, to Manila and Australia. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Hongkong, 5th May, 1908. (13)

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
RUBI	2540	Almond	MANILA	SATURDAY, 9th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS. Hongkong, 2nd May, 1908. (11)

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE" On or about the 31st May, 1908. For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 2nd April, 1908. (10)

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship "HAIMUN." Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 8th instant, at 10 o'clock A.M. For Freight or Passage, apply to DOUGLAS, LAFRAIK & Co., General Managers. Hongkong, 4th May, 1908. (47)

FOR SAN FRANCISCO VIA PORTS.

THE Steamship "CLAN MACMILLAN" will be despatched for the above Ports on TUESDAY, 12th May, 1908. For Freight, apply to STEWART, TOMES & Co., Agents. Hongkong, 5th May, 1908. (49)

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "SATSUMA" ... 14th May, 1908

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents. Hongkong, 29th April, 1908. (468)

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Sailing
Kumeric	6,232	Cowley	16th May, 1908.
Shammut	9,666	E. V. Roberts	6th June.
Suvaric	9,666	W. T. Garlick	1st July.
Suvaric	6,232	Shontong	14th July.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shammut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage. For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings. Hongkong, 4th May, 1908. (19-20)

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above on THURSDAY, the 28th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardsess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 4th May, 1908. (472)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. E. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins. Passage Fare—Single Journey ... \$4. Meals ... \$1.25 each. The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., Agents.

SHU ON S.S. CO., LD., Agents.

Hongkong, 2nd July, 1908. (12)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA." Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from the above Ports, on SATURDAY, the 16th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perla*, due in London on 28th June, 1908. Parcels will be received at this Office until 4 P.M., the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to F. J. ANBOTT, Acting Superintendent. Hongkong, 2nd May, 1908. (7)

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Girard, will be despatched for the above Ports on or about MONDAY, the 11th inst. For Freight or Passage, apply to J. MILLET, Agent. Hongkong, 5th May, 1908. (14)

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"

will be despatched for the above Ports, on or about the 15th May, 1908. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 16th April, 1908. (436)

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. W. M. FARLANE, Manager. Hongkong, 2nd May, 1908. (16)

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SHEWAN, TOMES & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. (16)

SELF CURE NO FICTION! MARVEL UPON MARVEL!

NO SUFFERER

BUT A NEW REMEDY

THE NEW REMEDY

THE NEW REMEDY

THE NEW REMEDY

THE NEW REMEDY

THE NEW REMEDY

THE NEW REMEDY

THE NEW REMEDY

THE NEW REMEDY

THE NEW REMEDY

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st May, 1908. 100 lbs. per 5 Max.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa D.	18
" Corned—Ham Ngau Yuk	19
" Roast—Shiu	18
" Breast—Ngau Lam	15
" Steak—Ngau Yuk Pa	18
" Sirloin—Ngau Lau	28
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—Know	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	80
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Keok	18
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	17
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai	10
" tau-keok	10
Mutton Chop—Yeung Pui Kwai	22
" Leg—Yeung Pui	22
" Shoulder—Yeung Shau	20
Pigs' Chintings—Chi cheong	23
" Brains—Chi Kow	2
" Feet—Chi Keok	12
" Fry—Chi Chak	15
" Head—Chi Tau	18
" Heart—Chi Sum	7
" Kidneys—Chi Yiu	8
" Liver—Chi Kow	23
Pork Chop—Chi Pui Kwai	23
" Corned—Ham Chu Yik	23
" Leg—Chu Pui	23
" Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau	50
" Keok	6
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yik	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	28
Capons, Large, Small—Sin Kai	30
Ducks—Ap	20
Doves—Pan Kau	17
Eggs, Hen—Kai Tan	18
Fowls, Canton—Kai	10
" Hainan—Hoi Nam Kai	27
Geese—Ngo	20
Geese, Wild Shanghai—Sheung Hoi Ye	20
" Ngo	20
Musk Deer—Wong Keng	each
Hare—Tu Chai	each
Partridge—Che Khoo	each
Pheasant—Shan Kai	each
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	each
Quail—Um Chun	each
Rice Birds—Wo Fa Cheuk	each
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	per lb
" Hen	" Na
Wild Ducks, Shanghai, Sui Ap	pair
Teal, Shanghai, Sui Ap Chai	pair
Wild Ducks Canton—Sang Shing Sui	pair
" Ap	pair

FISH.

Barbel—Ka Yu	11
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	22
Catfish—Chik Yu	20
Codfish—Mun Yu	28
Crabs—Hoi	16
Cuttle Fish—Muk Yu	16
Dab—Sa Maung Yu	15
Dace—Wong Mei Lun	12
Dog Fish—Tui To Sa	14
Eels, Congor—Hoi Map Yu	14
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Si	28
Frogs—Tien Kai	32
Garoupa—Sek Pas	48
Gudgeon—Pak Kuo Yu	12
Herrings—Tso Pak	22
Halibut—Cheung Kwan Yu	28
Labrus—Wong Fa Yu	18
Loach—Wu Yu	18
Lobsters—Lung Ha	24
Mackerel—Chi Yu	14
Monk Fish—Mon Yu	28
Mullet—Chai Yu	24
Oysters—Sang Hoi	16
Parrotfish—Kai Kung Yu	16
Perch—Tau Loo	16
Pike—Fa Paw Poong	16
Plaice—Pan Yu	18
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	22
Prawns—Ming Ha	16
Ray—Yei Pa Sa	9
Rock Fish—Sek Kan Kung	16
Roach—Chun Yu	14
Salmon, (Oreo), fresh water—Ma Yan	14
" Yu	14

Shark—Sa Yu	10
Skate—Po Yu	11
Shrimps—Ha	28
Snapper—Lap Yu	20
Soles—Tat Sa Yu	20
Tench—Wan Yu	20
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Keok Yu	20
White Bait—Ngau Yu Chai	20

FRUITS.

Almond—Hung Yan	24
Apples, (California)—Kam San Ping	10
" (Chifoo)—Tin Chun Ping	10
" (Chifoo)—Tin Chun Ping	10
" Small—Hoi Tong	10
" Custard—Fan Lai Chi	10
Bananas, fragrant, Canton—Sang Sheng	10
" Heung Chiu	10
" (brides), Macao—San Heung Chiu	10
Chestnuts, Chinese—Foong Lut	10
Carambola—Yeung Tou	10
Cocoanuts—Yeh Ts	10
Grapes—Sia Tai Ts	10
Lemons, China—Ning Moong	25
" Amer.—Kun San Ning Moong	16
Lichees, Small Stone—Lai Chi Con	20
" Fresh, Lai Chi	10
Limes, (Saigon)—Sai Kung Ning	10
" Moong	6
Mango, Manila—Lui Sung Moong	10
Mango, Saigon—Sai Kung Moong	10
Manioc, Macao—San Chuk Ts	10
Oranges, Tim Chang	10
" Small—Tai Kut	10
" Mandarin—Tim Kut	10
Olives—Pak Lam	8
Passion Fruit	each
Pears, (American)—Kam San Shui Li	10
" (Canton), Cooking—Sa Li	10
" (Shanghai)—Sheung Hoi Li	18
Peanuts, Fa Sang	10
Persimmons, Large—Hung Chie	10
Pine-apples, 1st quality—Sheung Poon	10
" 2nd quality—Sheung Poon	10
" Paw-law	10
" and cooking—Chung-tang	10
" Paw-law	10
Platains—Tai Chiu	10
Plums, Swatow—Hung Lai	10
Pumpkin, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tou	10
Shanghai Lo Kwai	10

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	6
Chi Chank	6
Beans, (French) Macao—Oh Moon Pin	8
" Tau	8
Beans, (French), Shanghai—Sheung Hoi	8
" Pin Tau	8
Beans, Sprout—Ah Choi	4
Beans, Long—Tau Kok	4
Beet Root—Hung Choi Tau	4
Brinjals, Green—Cheng Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi	4
Bamboo Shoots—Chook Shun	3
Cabbage, Chinese, com.—Kai Choy	4
Cabbage, Red—Kai Lan Tau	4
Cabbage, (Shanghai)—Yeh Choi	7
Cane Shoots, bunch—Kau Shun	4
Cauliflower, Large size—Tai Yeh Choi	4
" Fa	4
Cauliflower, Medium size—Cheung Yeh	4
Choi-fa	4
Cauliflower, Small size—Sai Yeh Choi-fa	4
Carrots—Kam Shun	6
Celery, Chinese—Toong Kan Choy	4
Celery, English—Yeung Kan Choy	4
Celery, White—Pak Yeung Kan Choy	4
Chillies, Dried—Con Lat Chiu	40
" Red—Hung Fa	40
" Green—Cheng Lat Chiu	40
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Cheng Kwa	2

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London—Bank T.T.	1/9 3/16
Do. 4 months' sight	1/9 1/2
France—Bank T.T.	2/11
Do. 4 months' sight	2/11 1/2
America—Bank T.T.	44 1/2
Germany—Bank T.T.	1/8 1/2
India T.T.	1/3 1/2
Do. demand	1/3 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T.	30 1/2
Japan—Bank T.T.	86 1/2
Java—Bank T.T.	106 1/2
Buying.	
4 months' sight L/C	1/9 1/2
6 months' sight L/C	1/9 1/2
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/9 1/2
4 months' sight France	2/11 1/2
6 months' sight do.	2/11 1/2
4 months' sight Germany	1/8 1/2
Bar Silver	24 3/16
Bank of England rate	3 1/2
Sovereign	51 1/2

SHIPPING AND MAILS.

MAILS DUE.	
French (Ernest Simons) 11th inst.	
American (Mongolia) 12th inst.	
The Japanese s.s. <i>Shinku Maru</i> left Moji on 5th inst. for this port, and is due to arrive here on 10th inst.	
The H. A. L. s.s. <i>Sigvia</i> left Shanghai on 5th inst. a.m., and may be expected here on 8th inst. a.m.	
The N. Y. K. s.s. <i>Wakamiya Maru</i> , Bombay Line, left Moji for this port on 5th inst., and is expected here on 10th inst.	
The N. Y. K. s.s. <i>Bombay Maru</i> , European Line, left Moji for this port on 4th inst., and is expected here on 9th inst.	
The T. K. K. s.s. <i>Tenyo Maru</i> will sail from Yokohama for this port direct on 16th inst., and is due to arrive here on 21st inst.	
The N. Y. K. s.s. <i>Kamakura Maru</i> , European Line, left Kobe for this port via Moji and Shanghai on 2nd inst., and is expected here on 11th inst.	
The N. Y. K. s.s. <i>Kumano Maru</i> , Australian Line, left Kobe for this port via Moji and Nagasaki on 5th inst., and is expected here on 12th inst.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory—
On the 6th at 11.30 a.m.—The barometer has risen considerably in Japan; the depression having passed away over the Pacific.
Barometric changes in other areas are slight. Pressure is low over N. China, and relatively high in a band extending over S. China, the Eastern Sea and the Pacific to the South of Japan.
Gradients are gentle in the South, and light variable winds may be expected in the Formosa Channel, and light E. and N. E. winds over the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
FORECAST.
1.—Hongkong and Neighbourhood, E. or variable winds, light; fine.
2.—Formosa Channel, same as No. 1.
3.—South coast of China between Hongkong and Lamoucks, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.	
Hanoi, Fr. s.s., 740, J. Panier, 5th May, Haiphong and Pons 30th April, Gen.—A. R. M.	
Eiger, Nor. s.s., 875, N. S. Nielsen, 5th May, Bangkok 28th April, Rice—Mr. A. Bue.	
Hakata Maru, Jap. s.s., 3,810, T. Murai, 5th May, Singapore 30th April, Gen.—N. Y. K.	
Halmu, Br. s.s., 656, W. C. Farnmore, 5th May, Fochow 21st May, Amoy 4th, and Swatow 5th, Gen.—D. L. & Co.	
Daijin Maru, Jap. s.s., 1,002, I. Sakurai, 5th May, Tamsui via Amoy and Swatow 5th May, Gen.—O. S. K.	
Candia, Br. s.s., 4,190, O. Jones, 6th May, London 27th Feb., and Singapore 30th April, Gen.—P. & O. S. N. Co.	
Chunyang, Br. s.s., 1,356, Saver, 5th May, Sourabaya 16th April, Sugar—J. M. & Co.	
Standard, Br. s.s., 594, H. N. Bui, 6th May, Saigon at May, Rice and Fish—Wallem & Co.	
Telemachus, Br. s.s., 1,421, J. Williamson, 6th May, Saigon 1st May, Gen.—Wo Fat Sing.	
Indrasatma, Br. s.s., 3,310, Evans, 6th May, New York 28th Mar., and Singapore 29th April, Gen.—J. M. & Co.	

Clearances at the Harbour Office.
Cheong, for Shanghai.
Tydus, for Singapore.
Billow, for Shanghai.
Jacob Diederichsen, for Pakhoi.
Hakata Maru, for Yokohama.
Candia, for Shanghai.
Soshu Maru, for Swatow.
Devawongse, for Swatow.
Departures.
May 6.
Vark, for Europe.
Eikasa Maru, for Saigon.
Jacob Diederichsen, for Hoihow.
Blum, for Bangkok.
Spir, for Canton.
Billow, for Shanghai, &c.
Wark, for Singapore.
Nunautia, for Portland, Or.
Banyard, for Nagasaki.
Hakata Maru, for Yokohama.
Devawongse, for Swatow.
Cheong, for Bangkok.
Cheong, for Bangkok.

Passengers arrived.
Per *Eiger*, from Bangkok—Mr. A. Bue.
Per *Halmu*, from Coast Ports—Dr. Mabel, Mr. W. F. Richardson, Mr. and Mrs. Harris, Capt. and Mrs. Mutton, and 131 Chinese.
Per *Hakata Maru*, from Singapore for Hongkong—Messrs. S. Gaudin, C. Martin, H. R. Hunt, H. Bond, J. T. D. Bebell, Miss Stone, Mrs. E. Thomas, Mrs. P. Smith, Messrs. F. Steadman, R. Child and F. Dapald. For Kobe—Messrs. S. Ishimaru, S. Furukawa, B. Shoji, S. Tasaka, K. Asai, W. Hogg, Mr. and Mrs. Tashiro and baby. For Yokohama—Messrs. K. Okada, A. Sugino, Rev. and Mrs. B. H. Alfred, Miss Alfred, Mr. K. Yoshitomi, Mr. and Mrs. Kawakami, Messrs. K. Hanawa, K. R. Gopel, T. A. Davidson, Mr. Y. Takano, and Miss T. Koyama.
Per *Telemachus*, from Saigon—228 Chinese.

Shipping Reports.
Str. *Halmu*, from Coast Ports:—Light airs and fine weather.
Str. *Candia*, from London and Singapore:—Fine weather; all well.

VESSELS IN PORT.

STEAMERS.	
Amara, Br. s.s., 1,558, C. J. Matlock, 26th April, Swatow 25th April, Gen.—J. M. & Co.	
Amigo, Ger. s.s., 822, Frandsen, 5th May, Haiphong and Hoihow 3rd May, Rice and Gen.—J. & Co.	
Asia, Br. s.s., 4,975, Harry Gaukroger, 5th May, San Francisco 7th April, via Honolulu 14th, Yokohama 27th, Kobe 25th, Nagasaki 30th, and Shanghai 3rd May, Mails and Gen.—O. S. S. Co.	
Childar, Nor. s.s., 1,021, H. Nielsen, 1st May, Bangkok 24th April, Gen.—B. & S.	
Chowmai, Ger. s.s., 1,115, W. Mollermand, 5th May, Bangkok via Swatow 24th April, Rice—B. & S.	
Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 4th May, Vancouver, B.C., 11th April, and Shanghai 2nd May, Mails and Gen.—C. P. R. Co.	
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 6th April, Vancouver 18th Mar., and Shanghai 1st April, Mails and Gen.—C. P. R. Co.	
Greveland, Br. s.s., 2,815, Steele, 22nd April, Portland 13th Mar., and Karatsu 16th April, Wheat—Aagaard, Thoresen & Co.	
Haiphong, Fr. s.s., 1,000, Pomfret, 22nd April, Haiphong 18th April, Ballast—Wilks and Jacks.	
Hokuto Maru, Jap. s.s., Keneda, 27th April, Moji 22nd April, Coal—Fukusui & Co.	
Itha, Ger. s.s., 1,446, Vozeler, 28th April, Wuhu 21st April, and Chinkiang 23rd, Gen.—H. A. L.	
Kaifong, Br. s.s., 987, H. Mathias, 1st May, Cebu 26th April, and Hoihow 28th, Sugar and Wood—B. & S.	
Kalgan, Br. s.s., 1,152, Lewis, 5th May, Canton 4th May, Gen.—B. & S.	
Kashing, Br. s.s., 1,152, Richard, 1st May, Dalay 24th April, and Chefoo 25th, Gen.—B. & S.	
Kumsang, Br. s.s., 2,077, E. J. Buller, 4th May, Calcutta via Penang and Singapore 28th April, Gen.—J. M. & Co.	
Laertes, Br. s.s., 2,012, Frampton, 1st April, Saigon 26th April, Rice and Dried Fish—Wo Fat Sing.	
Loongsang, Br. s.s., 1,050, S. J. Payne, 4th May, Manila 1st May, Gen.—J. M. & Co.	
Mausang, Br. s.s., 1,644, R. Houghton, 29th April, Sandakan 23rd April, Timber and Gen.—J. M. & Co.	
Nippon Maru, Jap. s.s., 6,168, W. W. Greene, 2nd May, San Francisco and Manila 30th April, Mails and Gen.—N. Y. K.	
Oceanic, Br. s.s., 1,738, M. J. Brun, 3rd May, Wankamatsu and Moji 29th April, Coal—M. B. K.	
Onsang, Br. s.s., 1,787, R. Cox, 30th April, Singapore 23rd April, Gen.—J. M. & Co.	
Persia, Br. s.s., 2,744, A. Dixon, 11th Jan., San Francisco 7th Dec., and Portland, Or. 15th, Flour—O. & O. S. S. Co.	
Pronto, Nor. s.s., 962, Seeborg, 27th April, Canton 27th April, Gen.—Aagaard, Thoresen & Co.	
Progress, Ger. s.s., 687, A. Stuvé, 4th May, Canton 3rd May, Bolas—S. & Co.	
Proteus, Nor. s.s., 1,024, C. Möller, 2nd May, Bangkok 23rd April, Rice—Aagaard, Thoresen & Co.	
Quinta, Ger. s.s., 987, F. Frahm, 2nd May, Tsingtau 26th April, Coal—S. & Co.	
Rubi, Br. s.s., 1,611, R. W. Almond, 4th May, Canton 2nd May, Gen.—S. T. & Co.	
Shantung, Br. s.s., 1,835, Scott, 2nd May, Hongay 26th April, Coal—B. & S.	
Silesia, Ger. s.s., 3,378, J. Pabbe, 5th May, Shanghai 2nd May, Gen.—H. A. L.	
Soshu Maru, Jap. s.s., 1,116, T. Suruga, 5th May, Swatow 4th May, Gen.—O. S. K.	
Taijokan Maru, Jap. s.s., 3,217, I. Fukuri, 3rd May, Cebu 2nd May, Gen.—M. B. K.	
Tango Maru, Jap. s.s., 4,626, R. Swain, 3rd May, Shanghai 30th April, Flour, Tank and C. (ton Yarn)—N. Y. K.	
Tijmah, Dut. s.s., 2,449, J. N. Bonman, 29th April, Wankamatsu 4th April, and Batavia 20th, Gen.—J. C. J. L.	
Yedo Maru, Jap. s.s., 3,227, Hamada, 29th April, Moji 23rd April, Coal—M. B. K.	
Zillah, Br. s.s., 1,426, Pearl, 26th April, Xmas Island 17th April, Phosphates—M. B. K.	

The Ships Passed Canal.

31st March—*Tenka*, 3rd April—*Gobin*, 4th April—*Palma*, 5th April—*Kawachi Maru*, 6th April—*Ellen*, 7th April—*Ellen*, 8th April—*Ellen*, 9th April—*Ellen*, 10th April—*Ellen*, 11th April—*Ellen*, 12th April—*Ellen*, 13th April—*Ellen*, 14th April—*Ellen*, 15th April—*Ellen*, 16th April—*Ellen*, 17th April—*Ellen*, 18th April—*Ellen*, 19th April—*Ellen*, 20th April—*Ellen*, 21st April—*Ellen*, 22nd April—*Ellen*, 23rd April—*Ellen*, 24th April—*Ellen*, 25th April—*Ellen*, 26th April—*Ellen*, 27th April—*Ellen*, 28th April—*Ellen*, 29th April—*Ellen*, 30th April—*Ellen*, 1st May—*Ellen*, 2nd May—*Ellen*, 3rd May—*Ellen*, 4th May—*Ellen*, 5th May—*Ellen*, 6th May—*Ellen*, 7th May—*Ellen*, 8th May—*Ellen*, 9th May—*Ellen*, 10th May—*Ellen*, 11th May—*Ellen*, 12th May—*Ellen*, 13th May—*Ellen*, 14th May—*Ellen*, 15th May—*Ellen*, 16th May—*Ellen*, 17th May—*Ellen*, 18th May—*Ellen*, 19th May—*Ellen*, 20th May—*Ellen*, 21st May—*Ellen*, 22nd May—*Ellen*, 23rd May—*Ellen*, 24th May—*Ellen*, 25th May—*Ellen*, 26th May—*Ellen*, 27th May—*Ellen*, 28th May—*Ellen*, 29th May—*Ellen*, 30th May—*Ellen*, 31st May—*Ellen*.

Steamers Expected.	
Vessels.	From.
Capri	Singapore
Ceylon	Singapore
Suevia	Singapore
Bombay Maru	Moji
Wakamiya Maru	Moji
Shinku Maru	Singapore
Ernest Simons	Singapore
Scandia	Singapore
Yawata Maru	Japan
Kamakura Maru	Japan
Mongolia	Japan
Kumano Maru	Japan
Tenyo Maru	Japan

DOCK RETURNS.	
Vessels.	From.
Sorogon	at Kowloon Dock
Yedo Maru	"
Likin	"
Victoria	"
Devawongse	"
Haiphong	"
Amara	"
Kwong Yuen	"
Amiral de Beaumont	"

CHINA COAST METEOROLOGICAL REGISTER.

May 5th, 1908, a.m.	
Vessels.	From.
Vladivostok	7 a.m.
Nemuro	6 a.m.
Hakodate	6 a.m.
Tokio	6 a.m.
Kobe	6 a.m.
Nagasaki	6 a.m.
Yokohama	6 a.m.
Shanghai	6 a.m.
Amoy	6 a.m.
Swatow	6 a.m.
Taipei	6 a.m.
Tientsin	6 a.m.
Peking	6 a.m.
Harbin	6 a.m.
Manchuria	6 a.m.
Inner Mongolia	6 a.m.
Outer Mongolia	6 a.m.
Transbaikalia	6 a.m.
Amur	6 a.m.
Ussuri	6 a.m.
Primorye	6 a.m.
Sea of Japan	6 a.m.
East China Sea	6 a.m.
Yellow Sea	6 a.m.
Korea	6 a.m.
Japan	6 a.m.

May 6th, 1908, a.m.	
Vessels.	From.
Vladivostok	7 a.m.
Nemuro	6 a.m.
Hakodate	6 a.m.
Tokio	6 a.m.
Kobe	6 a.m.
Nagasaki	6 a.m.
Yokohama	6 a.m.
Shanghai	6 a.m.
Amoy	6 a.m.
Swatow	6 a.m.
Taipei	6 a.m.
Tientsin	6 a.m.
Peking	6 a.m.
Harbin	6 a.m.
Manchuria	6 a.m.
Inner Mongolia	6 a.m.
Outer Mongolia	6 a.m.
Transbaikalia	6 a.m.
Amur	6 a.m.
Ussuri	6 a.m.
Primorye	6 a.m.
Sea of Japan	6 a.m.
East China Sea	6 a.m.
Yellow Sea	6 a.m.
Korea	6 a.m.
Japan	6 a.m.

May 5th, 1908, a.m.	
Vessels.	From.
Vladivostok	7 a.m.
Nemuro	6 a.m.
Hakodate	6 a.m.
Tokio	6 a.m.
Kobe	6 a.m.
Nagasaki	6 a.m.
Yokohama	6 a.m.
Shanghai	6 a.m.
Amoy	6 a.m.
Swatow	6 a.m.
Taipei	6 a.m.
Tientsin	6 a.m.
Peking	6 a.m.
Harbin	6 a.m.
Manchuria	6 a.m.
Inner Mongolia	6 a.m.
Outer Mongolia	6 a.m.
Transbaikalia	6 a.m.
Amur	6 a.m.
Ussuri	6 a.m.
Primorye	6 a.m.
Sea of Japan	6 a.m.
East China Sea	6 a.m.
Yellow Sea	6 a.m.
Korea	6 a.m.
Japan	6 a.m.

A Mail will close for:

Bangkok—Per *Childar*, 7th May, 11 A.M.
Chinkiang—Per *Childar*, 7th May, 11 A.M.
Kobe and Yokohama—Per *Hakata Maru*, 7th May, 11 A.M.
Macao—Per *Sui Tai*, 7th May, 11 P.M.
Sourabaya and Samarang—Per *Shantung*, 7th May, 2 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Amoy, and Swatow—Per *Empress of Japan*, 7th May, 3 P.M.
Hoihow and Haiphong—Per *Amigo*, 7th May, 5 P.M.
Swatow, Amoy, and Fochow—Per *Halmu*, 8th May, 9 A.M.
Macao—Per *Sui Tai*, 8th May, 11 P.M.
Manila—Per *Loongsang*, 8th May, 3 P.M.
Amoy and Shanghai—Per *Yunnan*, 8th May, 3 P.M.
Amoy—Per *Tijmah*, 8th May, 5 P.M.
Manila—Per *Rubi*, 9th May, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, 9th May, 11 A.M.
Macao—Per *Sui Tai*, 9th May, 11 P.M.
Singapore, Penang and Calcutta—Per *Kumsang*, 9th May, 3 P.M.
Kingsport and Shanghai—Per *Packham*, 9th May, 3 P.M.

Sandakan—Per *Mausang*, 9th May, 3 P.M.
Shanghai—Per *Mausang*, 9th May, 3 P.M.
Swatow, Amoy, and Tamsui—Per *Daijin Maru*, 9th May, 3 P.M.
Saigon—Per *Yedo Maru*, 11th May, 11 A.M.
Tientsin—Per *Chifshing*, 11th May, 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chifshing*, 11th May, 3 P.M.
Mojo and Salina Cruz, (Mexico)—Per *Marla*, 11th May, 4 P.M.
Hoihow and Haiphong—Per *Singan*, 12th May, 8 A.M.
Singapore, Penang and Bombay—Per *Chifshing*, 12th May, 10 A.M.
Kobe and San Francisco—Per *Clan Macmillan*, 12th May, 10 A.M.
Europe, &c., India, via Tuticorin—Per *Australasia*, 12th May, 11 A.M.
Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria and Seattle—Per *Tango Maru*, 12th May, 3 P.M.
Manila, Cebu, Boston and New York—Per *Satsuma*, 12th May, 3 P.M.
Singapore, Penang and Colombo—Per *Kamakura Maru*, 12th May, 5 P.M.
Nagasaki, Kobe and Yokohama—Per *Yamato Maru*, 12th May, 11 A.M.
Tientsin, Chefoo and Newchwang—Per *Kyogaku*, 14th May, 3 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Kumano Maru*, 15th May, 11 A.M.
Manila—Per *Yunnan*, 15th May, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Ata*, 16th May, 10 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Hongkong—Per *Tijmah*, 16th May, 10 A.M.
Moji, Kobe, Yokohama, Victoria, H.C. and Seattle, Wash.—Per *Kumano*, 16th May, 10 A.M.
Europe, &c., India, via Tuticorin—Per *Oceanic*, 16th May, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Glenfarg*, 20th May, 10 A.M.
Manila, Fr. Wilhelmshafen, Simpsonhafen, Herberhshe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Prins*, 21st May, 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 23rd May, 11 A.M.
Yokohama and Kobe—Per *Tsima*, 23rd May, 3 P.M.
Shanghai, Yokohama, Kobe and Moji—Per *Forster*, 27th May, 11 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Eastern*, 28th May, 11 A.M.

VISITORS AT THE HOTELS.

CONNAUGHT.	
Baker, A. H.	Loponyade, Mr. & Mrs.
Barrett, Miss	S. A.
Blanc, P.	Marceline, Mr.
Boulton, E.	May, H. J.
Berry, Mr. and Mrs. F.	Merlin, Capt. J. A.
Byrd, J. and child	Nwansoah, S.
Bullock, E.	Perkins, C. B.
Esrom, F.	Seals, W. A.
Eyre, Mr. and Mrs.	Shiley, S. B.
Gale, B. D.	Silva-Nets, Mr. and
Grumpton, W. J.	child
Grumpton, W. J.	child
Hersley, R. S.	Stapleton, Mr. & Mrs.
Holmes, H. S.	F. W.
Hough, D.	Stapleton, Master F.
Jack, Mr. C. M.	W.
Kelly, W. H.	Thomson, J. W. D.
Langford, Mr. & Mrs.	Tom, Mr.
Linger, Miss L.	Weill, B.

FRANK.	
Armstrong, Mr. & Mrs. Hodge, Mrs.	
Armstrong, I.	Howard, Mrs.
Autcutt, E. F.	Hutchinson, Capt. and
Burton, Major	Martin, R.
Brister, Mrs.	Irving, Edward
Chambers, J.	Joseph, R.A.M.C., Major
Clarke, F. S.	T. P.
Coke, Lt. & Mrs. B. E.	Keut, Mr.
Connell, Mr. and Mrs.	Keut, Mr. and Mrs.
Daniel, Fred. W.	Keut, R.A. Col.
Darling, Col.	Krauss, E. L.
Dehnbard, Mr.	Lanning, Albert E.
Dooner, Capt.	Lauder, Major
Enrie, Rev. and Mrs.	Logan, Major and Mrs.
Ellis, Mrs.	Makin, Mr.
Evans, Miss	Malden, Geo.
Falconer, Mr.	Martin, R.
Fitch, Capt. and Mrs.	McGregor, Mr. & Mrs.
Fremantle, Mrs. and	McHutchon, Mr.
maid	Mitchell, Mr.
Fuchs, Mr.	Monk, S. D.
Galbraith, Mr.	Pescio, Mr.
Gomper, H. H.	Reid, Lieut. Col.
Greenhill, L. S.	Sayer, G. W.
Hall, J.	Sinclair, A.
Hass, Mr. and Mrs.	Smith, A. Fiedlay
Hell, P.	Stevens, Mr.
Hett, Mr. and Mrs. P.	Stoppard, Mr.
Hill, E. E.	Wakfield, Mrs.
Hockaday, W. T.	Walker, Mr.
	Wilder, A. P.
	Worbrook, Mr.

KOWLOON.	
Allen, C. S.	Morris, J.
Chaylor, C.	Major, Capt. N. J.
Degen, A.	Ord, J. W.
Fager, H. A.	Osborne, J. W.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	121,000	\$125	\$125	{ £1,500,000 \$13,500,000 \$250,000	\$2,000,387	{Final of £2 on old and £1.10/- on new shares for year ending 31.12.07	5 1/2 %	{\$69 1/2 sa. and b. London £74
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$300,000	\$71,293	\$2 (London 3/6) for 1907	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£250	\$50	{ £1,000,000 \$210,000 \$411,059 £125,000 Tls. 100,000 Tls. 45,948	none	\$20 for 1906	8 1/2 %	\$240
North China Insurance Company, Limited	10,000	£15	£5	{ £3,000,000 £10,000 \$456,407 £125,137.15/- \$434,134 £1,000,000 \$193,032 \$50,000 £1,000,000 \$146,097 £13,822 \$1,315,941	Tls. 204,474	{Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 80
United Assurance Society of Canton, Limited	2,400	£250	\$100	{ £1,000,000 £10,000 \$456,407 £125,137.15/- \$434,134 £1,000,000 \$193,032 \$50,000 £1,000,000 \$146,097 £13,822 \$1,315,941	25,6011	{Final of 5/- making \$5 for 1906 and interim of 23.10/- for 1907	5 1/2 %	\$79 1/2 sellers
Yung-tze Insurance Association, Limited	12,000	£100	\$60	{ £1,000,000 £10,000 \$456,407 £125,137.15/- \$434,134 £1,000,000 \$193,032 \$50,000 £1,000,000 \$146,097 £13,822 \$1,315,941	571,763	\$12 and bonus \$3 for 1906	10 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ £1,000,000 £10,000 \$456,407 £125,137.15/- \$434,134 £1,000,000 \$193,032 \$50,000 £1,000,000 \$146,097 £13,822 \$1,315,941	71,432	\$6 and bonus \$2 for 1906	9 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ £1,000,000 £10,000 \$456,407 £125,137.15/- \$434,134 £1,000,000 \$193,032 \$50,000 £1,000,000 \$146,097 £13,822 \$1,315,941	642,027	\$27 for 1906	9 %	\$310 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$1,053	\$4 for 1906	...	\$16
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Nil	\$4 for year ending 30.11.07	10 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	16,437	{1st and 2nd year making in all \$2 1/2 for year ending 31.12.07	8 %	\$29 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	43,694	5/- for 1906 @ ex 2 1/2 = \$1.24 per share	3 1/2 %	{\$38 \$24
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907	7 1/2 %	Tls. 45 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	171,370	{Second interim of 1/- (Coupon No. 9 for a/c 1907	4 1/2 %	Tls. 50 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	5137	{1st and 2nd year making in all \$2 1/2 for year ending 31.12.07	3 1/2 %	\$32
Take Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	18,730	Final of Tls. 1 making Tls. 6 for 1906	12 1/2 %	Tls. 47 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	\$100	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	10,218	\$8 for year ending 31.12.07	...	\$135 sales
Luron Sugar Refining Company, Limited	7,000	\$100	\$200	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	one	...	...	\$17 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 8,935	Tls. (8 1/2) for year ending 31.8.06	5 1/2 %	Tls. 70 sellers
MINING.								
Chinese Engine and Mining Company, Ltd.	100,000	£1	£1	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 16 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	11,358	...	6 %	\$81 sa. and b.
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$3,726	\$1.75 for year ending 31.12.06	...	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	5,000	\$50	\$50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	13,556	Final of \$1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$53
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	144,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$163
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	16,149	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 1/2 %	Tls. 82 buyers
Shanghai and Hongkew Wharf Company, Limited	10,000	Tls. 200	Tls. 200	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	12,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 223 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$10,000	\$2 1/2 for year ending 30.6.07	10 %	\$21 buyers
Central Stores, Limited	50,123	\$15	\$15	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	19,178	\$1.80 for 1906	...	\$12 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	1252	Final of \$3 1/2 making \$7 1/2 for 1907	7 1/2 %	190
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	13,515	Final of \$3 1/2 making in all \$5 for year ending 31.12.07	7 %	199 sales
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	14,621	70 cents for 1907	7 %	\$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	1653	\$1 1/2 for 1907	6 1/2 %	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 107,517	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	7 %	Tls. 114 sellers
West Point Building Company, Limited	2,500	\$50	\$50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	11,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48 sa. and b.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 58 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$101 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 150,000	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 55
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	one	Tls. 8 for 1906	...	Tls. 75
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 28,257	Tls. 50 for 1906	...	Tls. 260 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	£1,290	1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	£25,000	\$1.20 for 1907	11 %	\$10 1/2 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	one	60 cents for year ended 28.2.06	...	\$6
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	£120,000	80 cents for 1907	9 %	\$9 sales and b.
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$3,593	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$2,074	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$10 1/2
Hall & Holtz, Limited	11,000	\$20	\$20	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	5,078	\$2 1/2 for year ending 28.2.07	9 1/2 %	\$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	15,002	\$1 and bonus 20 cts. for year ending 29.2.08	7 1/2 %	\$15 1/2 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$9,321	Final of \$15 making in all \$19 for 1907	8 1/2 %	\$225 sales
Maatschappij tot Mijl. Bosch en Landbouwen exploitatie in Langkat, Limited	50,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$4,578	Final of \$1.20 making in all \$2 for 1907	6 %	\$33
Peak Tramways Company, Limited	25,000	Gs. 100	Gs. 100	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 17,127	Interim of Tls. 10 for 1st quarter	7 %	Tls. 480 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 37,653	\$1 per sh. for period from 19th Oct. to 30th Apr. 07	8 %	\$13 buyers
Philippine Company, Limited	50,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	one	None	...	\$2 buyers
Shanghai Gas Company, Limited	75,000	\$10	\$10	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Nil	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 %	Tls. 108 buyers
Shanghai-Sumatra Tobacco Company, Limited	24,000	Tls. 50	Tls. 50	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	16 %	Tls. 88 buyers
Shanghai Waterworks Company, Limited	30,000	Tls. 20	Tls. 20	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 8,493	Final of 37/6 making 52/6 for 1907	...	Tls. 350
South China Morning Post, Limited	16,350	£20	£20	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	Tls. 58,331	None	...	\$23 buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	one	40 cents for year ending 31.5.07	6 1/2 %	\$6 sales
Tientsin Waterworks Company, Limited	20,000	\$5	\$5	{ £7,000 \$264,638 £96,688 \$250,000 £275,000 \$75,271 £20,000 £60,000 £270,000	\$41,934	Tls. 6 1/2 for year ending 30.4.07	...	Tls.